ceny.

The Deutschland went from Bremerhaven out to sea in the light of day on June 14, went in the early morning as matter-of-factly as a scow of bricks or lumber from any New York pier slip out into the harbor and down to the lower bay. Neither Bremen up the fiver, nor Bremerhaven, gate to the North Sea, sent bands to blare farewell or crowds to cheer.

Koenig will have it that the German Government took no interest in their

Government took no interest in their departure and doubts if the Kaiser knew anything about the project. Nobody came around to tell the twenty-nine men in the Deutschland that they were attempting a plucky thing. They left home, in short, with as little fuss as any other trade boat would have caused. Koenig laid a course almost straight rth to Germany's North Sea Gibral-

Why did you do that?" he was asked. "Why did you do that" he was asked.
"We knew that British warships were
comewhere about," he said, "and we
wanted to lay up at Helgoland for some
days to fool them. There are always
sples that reveal the comings and goings
of our ship and it was wise to mark
time a little while. In this case only one
alien, so far as I know, had our secret.
He was the American consul at Bremen,
William Thomas Fee, whose duty it was
to approve our manifest. He was to be
trusted, naturally, but we could take no trusted, naturally, but we could take no

His Men Full of "Pep."

"We loafed pleasantly off Helgoland ander the shade of the big guns until the morning of June 23. The time was fassed usefully in improving the training of the men. About those men, now may a word for them if you must hold the up to the world's eyes. They are good fellows, my boys, strong fellows. Most fellows, my boys, etrong fellows. Most of them are quite young though most are married and are raising tosy cheeked bables to grow up for Germany's glory. They are all fine mechanics and full of They are all fine mechanics and full of —what do you say?—pep, that is it.

"On the morning of June 23 we turned westward in the North Sea and headed straight for the British Channel. Somebody has said that we went all the way around Scotland. Nonsense! Why should we? It was easy enough to fool the British and going through the chan-

iouid we? It was easy enough to foot the British, and going through the chantel was child's play."
"What were your best aids to navisation. Captain? How did you figure out our safe orogress under sea?"
"The microphone and our device for the microphone and our device for the country of the microphone is—an universal of the child was what the microphone is—an universal of the country of the coun days what the microphone is—an un-dersea telephone so delicate that it catch-es and records the vibrations of any bulk moving upon or under the waves. We have two microphones on the Deutschland, one on the port, one on the star board side. One of us, an officer if pos-sible, kept an ear always to the trans-

entering the hull while the sound-are being taken. But this is dry Let me tell you about our hap-Then the tale of the champagne party

came out, the tale of hilarious Teutons, snug and close upon the Channel floor, singing in their own tongue the song that Blanche Ring made famous, sipping gallons and running often at 14 knots the wine of their enemy, while the deadly destroyers prowled overhead and stabbed science has conquered the fuel problem sea surface with searchlight glare, as it is expressed on terms of great Who has beaten that in fiction

the British ships of the Channel patrol."

ship boast of a library?"
You bet it did," he replied. "We have a fine little library of German, Amer-ican, English and Spanish books. But what do you suppose the boys read most—seemed to like best?"

"Give it up, Captain. There are no precedents for your outfit."
"Bret Harte. We had several of him then we read Shakespeare and Mark

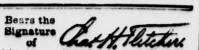
'Innocents Abroad." said the skipper. "Innocents Abroad, "We had too tickled at his little joke. "We had too some of the good British writers—W. who writes those funny

things about the sailor, and Dickens "No Kipling," said Koenig quickly.
One gathered, however, that the master
of the Deutschland is not unfamiliar
with Mr. Kipling's recent efforts.
"You had Jules Verne's "Twenty
Thousand Leagues Under the Sea' of

"Oh, no," Koenig smiled, "That toon."

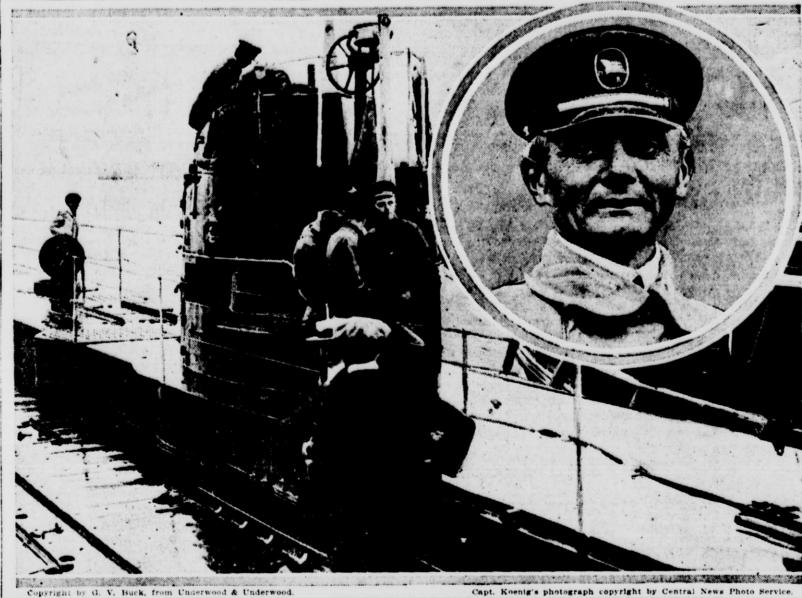
It was remarkable, all things and children,

was remarkable, all things consid- The Kind You Have Always Bought



CAPT. PAUL KOENIG AND THE TRANSOCEANIC SUBMARINE DEUTSCHLAND

Deutschland's crew is shown on deck, and a strict guard is maintained to prevent any persons save those vouched for by Capt. Koenig or the owner's agents getting aboard the vessel. THE pioneer in undersea merchant craft is here shown moored to her pier at Baltimore. The conning tower, from which her move-ments are guided, is not unlike those of naval submarines. Part of the



Capt. Koenig's photograph copyright by Central News Photo Service.

GERMAN MARKS GO UP.

Truth About Undersea Cargo.

the cargo brought to this country in the German submarine Deutschland.
Early in the day foreign exchange brokers said the vessel surely had brought American securities, but later, following the publication of the mani-

fest, there were revisions of these re-ports. Late in the day the opinion

HAS NO MILITARY VALUE.

London Papers Praise U-Liner, but

Call Feat Unimportant.

LONDON, July 11 (Tuesday). - The

morning newspapers, while expressing admiration editorially for the feat of the

German submarine Deutschland, insist that it cannot have the slightest military

voyage is interesting as an illustration of

the success with which physical science is triumphing over obstacles that were regarded, comparatively recently, as insur-

many has to travel under the sea.

SILENT ON SUBMARINE POST.

Transatiantic Trust Company Had

Offered to Forward Money.

Live Wire in Street Kills Boy.

ture in Eighty-sixth street, Bensonhurst, yesterday afternoon. He was so badly shocked that he died soon afterward.

John Tagliarilo, 12 years old, of 8633

German marks advanced sharply more

Wall Street was filled yesterday with

below and sait on mer humbers we were not always sure of the feet it was quite judicious for a nice, fat, quite helphess submarine machored in that position, suspended between the surface and the bottom. The microphones warned us of cruisers and encored in that position, suspended between the surface and the bottom. The microphones warned us of cruisers and it is sometimes."

Secretly Abolded Mine Fields.

"About those mines," somebody cut in, "we have heard that the channel is sown with them, that they run in solid ianes across the Straits of Dover, Weren't you bothered by those mines? How did you dodge 'em?"

Woulda't you like to know, now," Woulda't you like to know, now, "we have deferman know at tick to beat the mines danger, and I say in my run hand the mines danger, and I say in my run hand hand the mines danger, and I say in my run hand hand the mines danger, and I say in my run hand hand the mines danger, and I say in my run hand hand hand hand has been four darys going the properties of the wing the say of the voyage as because Koenig has every slowly. Here the sounding was leaving nothing to chance. He made haste very slowly. Here the sounding was leaving nothing to chance. He made haste very slowly. Here the sounding was leaving nothing to chance. He made haste very slowly. Here the sounding was leaving nothing to chance the manel was leaving nothing to chance. He made haste very slowly. Here the sounding was leaving nothing to chance the manel was leaven not necessary. She can resist the cause four days were required for this stage of the voyage as because Koenig was leaving nothing to chance the manel was leaven not necessary. She can resist the channel was leaven not necessary. She can resist the congration of the manulation of the manulation of the manulation haste very slowly. Here the sounding haste very slowly. Here the sounding device came into excellent play.

"We were not always sure of our depth," he said. "We took soundings quite often even when submerged. It was quite simple. There is a tube which projects from the Deutschland's bottom and through this tube we heave the lead. By a system of valves we prevent lead of the accomplishments of his corridor which accomplishments of his on the surface by two six-cylinder Diesch on the

'Listen," he said. out from Bremerhaven. There are now in the tanks just ninety-five gallons. We logged 3,800 miles on eighty-five

distance. "And we felt that way," said Koenig. "We are building for trade with the "We were the finger ringed, bell toed neutral countries great submarines that "We are building for trade with the boys, and we didn't care a damn for all will go 13,000 miles without replenishment of fuel supply, that will carry, when we are ready to supply it, 1,000 or Rid of the perilous straits finally the Deutschland breasted the Atlantic rollers and proceeded upon her husiness (to be.

ng pretty steadily (at times, of course, en there was no special danger in joying music), and we had a fine lot records, though the American records though the American records were not especially up to date. We have not especially up to date.

had coon song records, Broadway mustcal comedy records (and we were the
real, sure enough, tired business men),
and operatic records. One of the pieces
we enjoyed most was a song from "Peer
Gynt." The strains of Peer have seeped
out through waves that beat all the
way from Bremerhaven to Baltimore."

They Liked Bret Harte Best.

"Have any time to read, Cuptain? Did
the ship boast of a library?"

He was entrusted with three large bags,
sealed with the great eagle of the German Empire and addressed to "K. V. B.,
Washington." These he had understood
contained messages from the Foreign
Office, Koenig had turned them over
to Hamiel von Haimhausen, counsellor
of the German Embassy, who came here
to-day as the representative of "K. V.
B." (Von Bernstorff, the Ambassador)
and returned to Washington this afternoon after having luncheon with Koenig
the ship boast of a library?"

he was a great man.

Capt. Koenig got his training in the
German merchant marine. He was master of several of the North German Lloyd liners that piled from New York and Baltimore and Boston to Bremen. Up to 1906 he ran in and out of New York pretty constantly. Then he went into the Tennessee's Pardner,' said some of those stories about that fine gambler man, what was his name? Oakhurst? And then we read Shakersears and York he might make another visit som. Among the vessels Koenig skippered were the Neckar, the Prinzess Irene and the Schleswig. He has never served in the German navy, but like all German sailor-

men belongs to the naval reserve.

He did his talking this evening in the
North German Lloyd office conducted by
P. H. L. and H. G. Hilken, one of whom h. L. and H. G. Hilken, one of whom hovered solicitously about him, fearing that he might talk a little too much. They speedn't have worried. He was quite a picture, this new style mariner of a trade as old as Asia. If he stands more than 5 feet 7 in his sea boots the eye is at fault, but he had good square shoulders and sturdy legs. There isn't in

carries the Spanish type of side packs. Her engine runs through the centre of engine runs through the centre of innards-a mass of machinery appallingly complicated to the untrained

on the starboard side, neat little cabins, captain's quarters are finished in English walnut. He has a handsome bunk. writing desk, book shelves and elec-ic lights. The more one sees of thi craft the more impressive she bulks. She looks three times as big as one of It is not easy to get to study the Deutschland. A high barbed wire topped fence stands off landside visitors and barges and tugboats veil her from waterside inspection. Moreover, the

Quarters Are Comfortable.

Rid of the perilous straits finally the Deutschland breasted the Atlantic rollers and proceeded upon her business (to believe Koenig, utterly uninteresting business). Officers and crew had pienty of time on their hands. The long days and glights were divided into four hour watches, shifts on duty for four hours, at leisure for four, on duty again for four, and so on. Incessantly they kept wigilant watch for enemy craft—any graft.

Koenig, who knows New York as well as he knows Bremen, says the North Sea and the Channel were as crowded as Broadway and at night about as garishly lighted with those detestable destroyers playing tag all over the waters with their gearchlights. A lot of times he poked the periscope clear and sighted looming perilis just in time to dive without being sperilis just in time to

twinkled again. "At times the air war stuffy, particularly when we thought it best to keep out of sight for some hours at a time."

Brought Only Embassy Mail.

Capt. Koenig said that the Deutschland brought dyestuffs only and that, strictly speaking, she carried no mail. He was entrusted with three large bags, sealed with the great eagle of the German Empire and addressed to "K. V. B., Washington." These he had understood

The customs authorities went aboard shortly afterward. Guy W. Steele. Surveyor of the Port, satisfied himself immediately that the purely trading character of the ship was not to be disputed. Except for five revolvers, the personal property of the officers, there were no arms of any sort aboard, and the submarine is not equipped with a torpedo tube. A rocket rifle, the device used to fire signalling rockets, was used to fire signalling rockets, was general handshaking. Steele left, placing

mountable."

The Daily Express says: "The achievement cannot have the smallest military significance. It is possible that a dosen submarine merchantmen may reach America, but dissater would occur to most of them before they could return."

The Morning Post says: "It is not the case of this being the first 'trader submarine' to cross the Atlantic, inasmuch as it is known that she is merely an ordinary U boat with her fighting equipment removed. While trade ships of every nation pass freely in safety, Germany has to travel under the sea. It is

gas for lighting and was, therefore, particularly pleased to welcome the first cargo carrying submarine. Ryan did most of the talking.

Koenig then presented his papers to the marine clerk. They show that the cargo consists of 3,240 cases of dyestuffs, antline dyes largely, on which stuffs, aniline dyes largely, on which the duty is 30 per cent., so that the Government will be well in pocket through the arrival of the Deutschland.

BILL OF HEALTH.

Historic Document Issued by Con anl at Bremen.

BALTIMORE, Md., July 10.-When quarantine officers boarded the German super-submarine merchantman here by the American Consul at Bremen: "Port of Bremen, Germany.

"United States of America (Seal.)
"Bill of health.

"I. William Thomas Fee, Esquire,

murs through our little eavesdropper we stopped dead still, maybe, or went ahead very slowly. "Sometimes we dropped to the sea floor and kept as still as a mouse until we could figure out what the menace was. Sometimes we merely dropped for a nice, fat, quite helpless submarine to risk sun or moonlight. There never tween the surface and anchored in that position, suspended between the surface and destroyers and sometimes of buoyed destroyers and sometimes of buoyed wines." forced to dive. In the entire 3,800 miles only ninety miles was under surface and the sun has leathered his skin to the hue of terra cotta. His head is big, expanding at the top rather oddly and making his chin and the whole times the Deutschland simply went below and sat on her hunkers, staying there until she felt it was quite judicious for a nice, fat, quite helpless submarine to risk sun or moonlight. There never was a close call. "Not one time in the whole trip were we seen by a warship," explained Capt. Koeniz, and the sun has leathered his skin to the hue of terra cotta. His head is big, expanding at the top rather oddly and making his chin and the whole for a nice, fat, quite helpless submarine to risk sun or moonlight. There never was a close call. "Not one time in the whole trip were we seen by a warship," explained Capt. Koeniz from surging crowds of German folk, all officers, twenty-six; number of passen-OF WAR, SAY ALLIES

U. S. Inquiry Ordered on Representations of Great Britain and France.

WASHINGTON, July 10.—Pending EVEN SMALL CARGO further investigation the United States will view the German submarine Deutschland as an undersea freight ship entitled to ply its trade between German This Government's preliminary attitude

report of Collector Ryan of Baltimore, who stated that the Deutschland did not port bound for Boston or other east At-lantic port of the United States of Amer-merchant crew and that her papers were merchant crew and that her papers were in order. Acting Secretary of State Polk decided to accept the presumption that the Deutschland is a merchant ship, but by direction of the State Department Capt. C. F. Hughes of the Navy, formerly inspector of ships for the General Board, has been assigned to give an expert opinion as to whether the Deutschland is or is not a warship. He will be assisted by other naval officers.

Meanwhile the British and French Governments have communicated what a mounts to a protest against the merchant crew and that her papers were port. The form of this communication is a request for the United States to determine the exact status of the vessel.

Mr. Barclay, who is in charge of the British Embassy, had a conference with

None of the chemical and dye com
None of the chemical and dye com-Mr. Polk and pointed out the position which his Government takes with respect to the undersea boat. The British and French Governments are determined to make every effort to prevent the establishment of an undersea trade route between Germany and the United States. Great Britain's general line of argument is that the Deutschland is in effect a warship even though unarmed. According to German maritime law she may properly be converted into an The same report was made by Adolph The same report was made a warship even though unarmed. According to German maritime law she may properly be converted into an armed vessel on the high seas. Germany, in practice, has converted unarmed ships into warships at sea on several occasions since the present war began.

Capt. Hughes in his investigation will give particular attention to believe that does addressed to them give particular attention to believe that does addressed to them to be the control of the submarines.

The same report was made by Adolph the board of directors is composed of Alired Lohmann, president of the board: Philipp Heineken, general manager of the Poursehland. The estimation of the submarines.

The Daily News says: "All the voyage proved is that the thing can be done, and that has been proved before. As far as

Allege Crew Is from Navy.

Great Britain and France lay stress on the contention that the crew of the Deutschland may be made up of exquesties deposits for transmission in this manner. Julius Pirnitzer, president of the company, was absent most of the day and no one else would say how they knew the submarine was coming.

"Mr. Pirnitzer was been the Deutschland may be made up of exquestion whether or not they were reservists would be investigated. Also a thorough investigation will be made with a view to determining whether they are or have ever been under German Admiralty orders. It is under German Admiralty orders. or have ever been under German Admiralty orders. It is understood the men are ready to make affidavits that they have never served in the German navy.

Much is made in Entente circles of the probability that no crew could be the probability that no crew could be the probability that no crew could be the Macmillan Company: "Mr. Pirnitzer was here this morn-ng," trust company officials said, "but e is not in the city now." the probability that no crew could be picked up and put in charge of a sub-marine like the Deutschland unless they All other inquiries were met with the All other inquiries were met with the response that in their good time they would issue a statement, but not before the return of Mr. Pirnitzer.

The advertisement which offered to transmit money by submarine post after running several days from June 30 was withdrawn and a new one has not yet. marine like the Deutschland unless they had had previous experience with this type of vessel. And it is contended this means that they must have had service in the German navy. American naval officers are not inclined to share this view. Familiarity with Diesel engines and special men for the storage batteries are all that is needed, they say. Secretary Daniels called a special conference to-day to discuss the Deutschland case. Those who participated were withdrawn and a new one has not yet

reference to-day to discuss the Deutschland case. Those who participated were
Rear Admiral Benson, Rear Admiral
Griffin, chief of the bureau of steam
engineering; Chief Constructor Taylor.
Read Admiral Benson later had a conference with Secretary Polk.

Cess. Then he tried England, for whom
he sunk a French vessel by torpedo. A
storm of protest arose in England over
the invention, for fear this new weapon
of war might be used to destroy England's navy, so Fulton came to the
United States,

KOENIG GIVES PLANS

The Original Egyptian Ggarettes

a quarter of a century ago, to introduce good Turkish tobacco to America, they had one idea.

cigarette could be.

to Turkish tobacco.

still make good.

this country at that time.

When Schinasi Brothers came from Egypt,

To show real Americans how good a real

They made Naturals—the only good

Turkish-tobacco cigarette manufactured in

They made their cigarettes so good that Naturals turned the tobacco-taste of America

Naturals were made good-made good-

For a Quarter of a Century,

Made in the Schinasi Way —

the Quality Way.

was determined to-day on an informal No Importer Here Knows How Will Carry the Mails and Much U Liner Carries for Him.

OF DYES WELCOME

7-FY10:== @1-17:2717

amounts to a protest against the land's cargo is likely to be distributed "The submarine Deutschland, which I in an American are grateful and happy. They are sur-

she is so built as to permit the mount, ing of guns or firing of torpedoes. He is an expert on matters of this nature. The report has reached here unorficially that the German officers will object to an examination of this nature. It is added that no one, not even an officer detailed by the United States (Government, will be permitted to invessed in the secrets of the vessel, this owing to the fear of discovery of German of the cantain of the best-off in the secrets of the vessel, this owing to the fear of discovery of German of the submarine, the submarine, the submarine, the submarine, but he and any official messages from Germany, thing for publication about the combined of the submarine, but he appears and consumers are eagerly awaiting definite information of the Baltimore of the best-off humor. Hings wishes to make or put to sea within twenty-four hours.

Hesides endeavoring to prevent the departure of the Deutschland from Baltimore the British Government is ready to make very emphatic proteet against the more the British Government is ready to make very emphatic proteet against the more the British Government for the best-off humor. The British Government is ready to make the Brit

might disorganize the market.

FULTON'S U BOAT WORKED. Experiment of 100 Years Ago

Startled France and England.

Second Experiment-On 24th of Auing with me two people and a lighted candle; we remained below the surface experiencing the slightest inconveni-

Fulton tried to interest France in his invention, but without permament success. Then he tried England, for whom sidering the announcement that the Ger

OF UNDERSEA LINE

Cargo Without British Interruption.

None of the chemical and dye com-shortly.

The idea of the building of this sub-building of t

into warships at sea on several occasions since the present war began.

Capt. Hughes in his investigation will to believe that dyes addressed to them give particular attention to the question whether there are gun mounts hidden in the ship's construction, whether she is so built as to permit the mounting of guns or firing of torpedoes. He is an expert on matters of this nature.

Baltimore vesterday morning to repair to the Deutsche Mank. Carl Staplefeldt, manager of the Bank. Carl Staplefeldt, manager of the Sank. Carl Staplefeldt, manager of the Mank. Carl Staplefeldt, manager of the Sank. Carl Staplefeldt, manager of the Mank. Carl Staplefeldt, manager of the Sank. Carl Staplefeldt, manager of the Mank. Carl Staplefeldt, manager of the Mank. Carl Staplefeldt, manager of the Sank. Carl Staplefeldt, manager of the Mank. Carl

terials competing with products that flourishing agricultural state. So there Americans have learned to make, it is really not the least anxiety for the flourishing agricultural state. So there British attempt of trying to kill by star-vation 100,000,000 German and Austrian children and women and non by any nation in the world.

"Our boats will carry across the Atthe mails and save them from British interruption.
"We trust that the old friendly relationship with the United States, going

the biography of Fulton, written by Alice back to the days of Washington, when of Crary Sutcliffe, published last year by it was Prussia who was the first to help America in its fight for freedom British rule, will awake afresh in your beautiful and powerful country

Canada Would Bar Nickel Cargo. OTTAWA, July 10.—The Canadian Government, which largely controls the world's nokel production and which has allowed the shipment of this metal to the United States on condition that none

LAKE VIEWS DEUTSCHLAND.

ロロに黒一番のシャイク中によりロ

Opinion on Patent Claim.

BALTIMORE, July 10 .- Simon submarine inventor, came here tohave a look at the Deutschland

have a look at the Deutschland and to see if her construction is a violation of this patent rights. He said that he would make no announcement until he lawyers arrived.

Federal officials here believe that the detention of the Deutschland was improbable. They thought, however, that the agents may be required to put the pool of the beautiful of the Law was able to produce evidence in the United States District Court.



The lucky sizes! 32, 33, 34, 35 chest.

The prices on all our Youths' suits have been trimmed. Never mind your age if

your size is among them. Mixture suits: blue and black serges and cheviots. Decided savings all along the line.

ROGERS PEET COMPANY "The

Corners'

Fifth Ave

Broadway

Straw Hats Genuine Reductions Our Own Regular Stock Panamas and Bankoks

Saved! \$2.90 worth \$5 \$3.50 worth \$7 Pencil Curls.
Optimos and Roll

Sennits, Splits, Mackinaws, Leghorns, Reduced to

95c, were \$1.49 \$1.25, were \$1.90 & \$2.49 \$1.90, were \$2.90 & \$3.90 Now Is the Time to Buy

